



8-Bed House In Multiple Occupation (HMO)

12 Monmouth Avenue, Bury

Highways Technical Note

Prepared for

JAMM Holdings Ltd

**October 2025
5370-HTN01**



Document Control

Revision	Date	Prepared By	Reviewed / Approved By
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CONTENTS

1.0	INTRODUCTION	1
1.1	Overview	1
1.2	Report Structure	1
2.0	EXISTING CONDITIONS.....	3
2.1	Introduction	3
2.2	Site Location	3
2.3	Existing Use	4
2.4	Existing Access Arrangements	5
2.5	Local Highway Network	5
2.6	Highway Safety	7
2.7	Local TRO Regime	8
3.0	ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL.....	9
3.1	Introduction	9
3.2	Accessibility on Foot	9
3.3	Accessibility by Cycle.....	11
3.4	Accessibility by Public Transport.....	13
3.5	Accessibility Summary	16
4.0	PROPOSED DEVELOPMENT.....	18
4.1	Overview	18
4.2	Proposed Site Access and Servicing Arrangements	18
4.3	Proposed Cycle Parking Provision	18
4.4	Proposed Car Parking Arrangements	18
5.0	CAR PARKING	19
5.2	Review of Car Parking Standards and Policy	19
5.3	Context	21
5.4	Accessibility of the Site by Sustainable Travel Modes	21
5.5	Measures to Encourage Non-Car Use	22
5.6	Projected Car Parking Demands	22
6.0	SUMMARY AND CONCLUSIONS.....	25
6.1	Summary	25
6.2	Conclusions	26
APPENDIX A – EXISTING AND PROPOSED SITE PLANS		1
APPENDIX B – LOCAL CAR OWNERSHIP LEVELS – CENSUS 2021 DATA.....		2



IMAGES

Image 2.1 – Site Location (Local Context).....	3
Image 2.2 – Site Location (Wider Context)	4
Image 2.3 – Local Highway Network.....	5
Image 2.4 – Personal Injury Accident Map Extract (2021-2023 Inclusive).....	7
Image 2.5 – Local TRO Parking Regime	8
Image 3.1 – 2km Walking Catchment.....	10
Image 3.2 – 5km Cycling Catchment	12
Image 3.3 – Location of Nearest Bus Stops to the Site	14
Image 3.4 – Location of Nearest Rail Stations to the Site	16

TABLES

Table 2.1 – Total PIA Collisions	8
Table 3.1 – Selection of Local Amenities Within 600m of Site.....	11
Table 3.2 – Bus Services	15
Table 5.1 – Local Car Ownership Levels (Single Occupancy Flats) – Census 2021 Data	22
Table 5.2 – Local Car Ownership Levels (Houses) – Census 2021 Data	23

APPENDICES

Appendix A – Existing and Proposed Site Plans

Appendix B – Local Car Ownership Levels – Census 2021 Data



1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by JAMM Holdings Ltd ('the Applicant') to provide highways and transport advice in relation to the proposed conversion of an existing 4-bed property to an 8-Bed House In Multiple Occupation (HMO), ('the Proposed Development'), located at 12 Monmouth Avenue, Bury ('the Site').
- 1.1.2 The Site is located at 12 Monmouth Avenue, Bury, BL9 5DU. It is in a highly accessible location, close to a local bus stop that accommodates a range of high-frequency services and a short walk from the centre of Bury, from where Metrolink tram services and a wide range of shops and services can be accessed.
- 1.1.3 There is no on-site car parking for the existing 4-bed property, and this arrangement would remain unchanged as part of the Proposed Development. This arrangement is regarded as wholly suitable for the Site, reflecting both its excellent accessibility credentials and the limited need for private car use among HMO residents. There would however be improvements made to the external area at the rear part of the Site as part of the Proposed Development, including the provision of a new secure, covered cycle store that would further support car-free living.
- 1.1.4 The purpose of this Highways Technical Note (HTN) is to inform Bury Metropolitan Borough Council (BMBC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related matters associated with the Proposed Development.
- 1.1.5 In particular, it assesses the suitability of the Proposed Development's car-free arrangements and any potential effects relating to additional car parking demand and associated impacts.

1.2 Report Structure

- 1.2.1 The remainder of this HTN is structured as follows:
 - i) **Chapter 2** describes the existing conditions on and around the Site, including the Site location, the local highway network, and a review of the accident data on the local highway network;



- ii) **Chapter 3** provides a high-level review of the accessibility of the Site by sustainable, non-car modes of travel;
- iii) **Chapter 4** describes the Proposed Development, including reference to the proposed access arrangements;
- iv) **Chapter 5** sets out matters relating to car parking; and
- v) **Chapter 6** summarises and concludes the report.



2.0 EXISTING CONDITIONS

2.1 Introduction

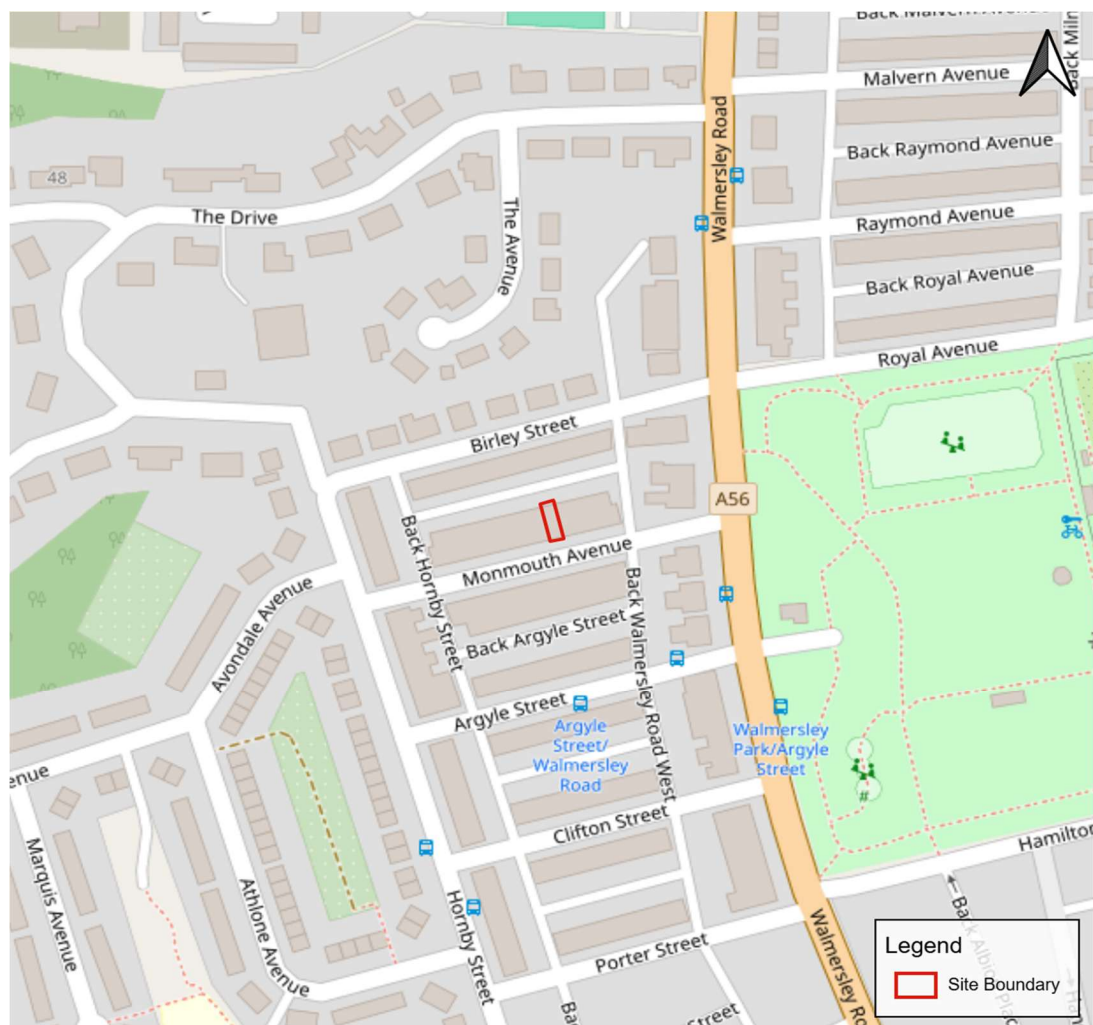
2.1.1 This section of the HTN describes the existing conditions on and around the Site, focussing on the Site location, its existing use, access arrangements and the local highway network, including its accident record.

2.2 Site Location

2.2.1 The Site is situated at 12 Monmouth Avenue, Bury approximately 1.1km north of the edge of Bury town centre. It is bound by a residential property to the west, Back Monmouth Avenue to the north, a residential property to the east and Monmouth Avenue to the south.

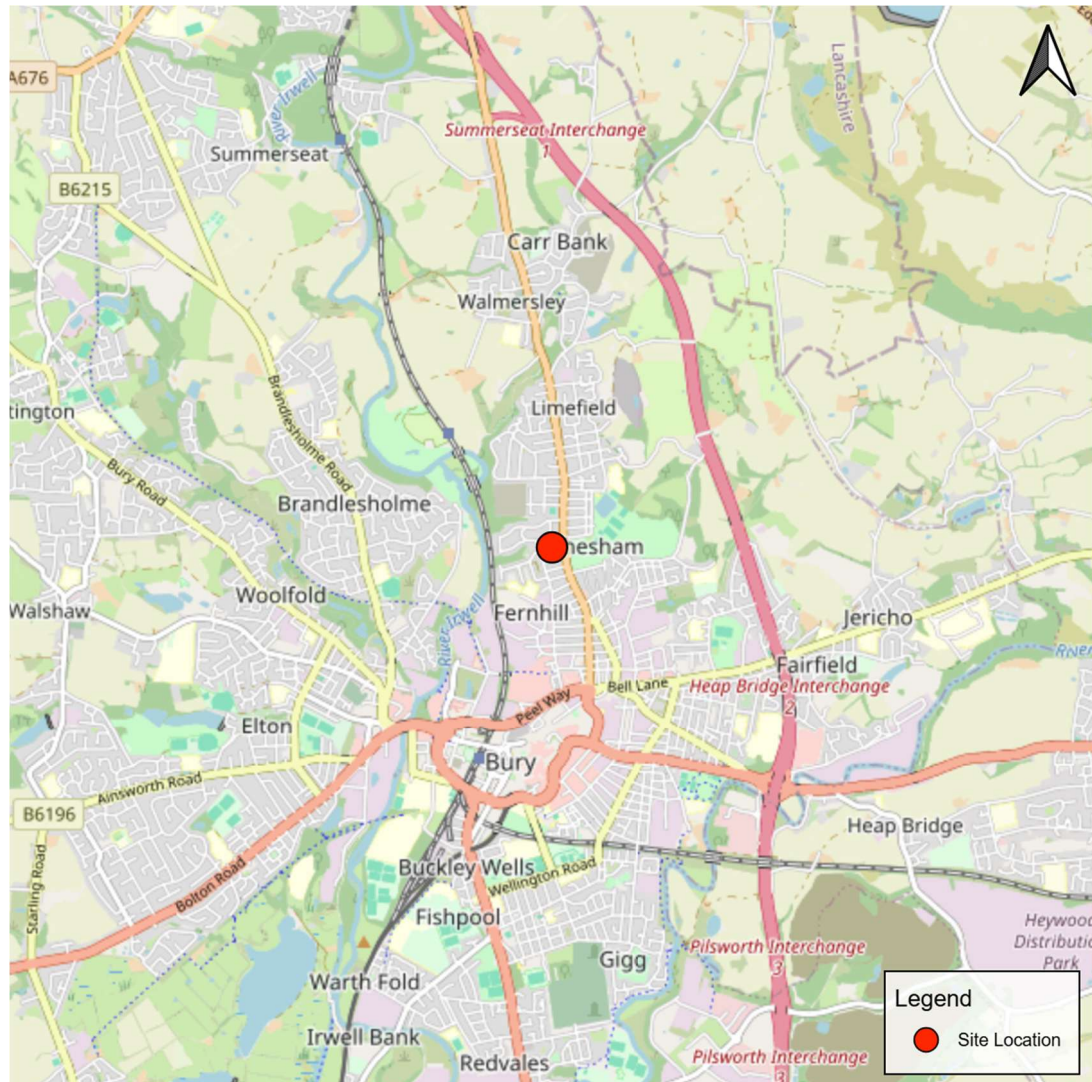
2.2.2 **Image 2.1** below illustrates the Site's location in relation to the local highway network.

Image 2.1 – Site Location (Local Context)



- 2.2.3 The location of the Site in relation to the wider highway network is shown on **Image 2.2**.

Image 2.2 – Site Location (Wider Context)



- 2.2.4 The Site fronts Monmouth Avenue, some 70 metres west of the Monmouth Avenue / Walmersley Road priority junction and some 80 metres east of the Monmouth Avenue / Hornby Street priority junction. The areas close to the Site are predominantly residential in use, although there is a parade of shops on Walmersley Road some 300 metres south of the Site.

2.3 Existing Use

- 2.3.1 The Site currently comprises a 4-bed residential property.



- 2.3.2 The Site is therefore capable of generating a level of parking demand (and trip generation) pertaining to the above use, and this thereby represents a 'fallback' position, against which the parking demand and other impacts of the Proposed Development should be assessed.

2.4 Existing Access Arrangements

- 2.4.1 Pedestrian access can be achieved via Monmouth Avenue to the south of the Site, as well as via Back Monmouth Avenue to the north of the Site.

2.5 Local Highway Network

- 2.5.1 The following subsections describe the local highway network in the vicinity of the Site, with reference to **Image 2.3**.

Image 2.3 – Local Highway Network



Monmouth Avenue

- 2.5.2 Monmouth Avenue is a residential, two-way road which links Walmersley Road to the east and Hornby Street to the west. It has a carriageway width of some 7.5m and is provided with lit footways on both sides of the road at a width of 2m. There are no restrictions in respect to loading or parking activity along the majority of the road.
- 2.5.3 On-street parking takes place along both sides of the road. It is subject to a posted speed limit of 20mph. Speed limit roundels are included along the carriageway to this effect. 'Slow' markings are also in place on approach to Walmersley Road and Hornby Street.

Walmersley Road

- 2.5.4 Walmersley Road (classified 'A56') is located some 70m east of the Site and has a carriageway width of approximately 10m. It features 2.5 – 3m wide footways on both sides of the road. North of the Monmouth Avenue junction, the footways include shared provision with cyclists.
- 2.5.5 Mandatory cycle lanes featuring colour contrasted surface treatment are also provided along both sides of the road, enforceable between 0730 – 0930 hours and 1500 – 1830 hours, Mondays to Saturdays. There are double yellow line road markings along both sides of Walmersley Road, restricting on-street car parking at all times. Loading is however permitted, aside from during the periods of 0730 – 0930 hours on Mondays to Saturdays, and 1600 – 1830 hours on Mondays to Fridays.
- 2.5.6 There is a signal-controlled pedestrian and cyclist crossing facility (a Toucan crossing) on Walmersley Road, approximately 30 metres north of the Monmouth Avenue junction. Walmersley Road benefits from street lighting, is subject to a 30mph speed limit and intersects with various other residential streets and roads within the area.

Hornby Street

- 2.5.7 Hornby Street is a residential road accessed locally from Monmouth Avenue to the west of the Site. It is subject to a 20mph speed limit and is not subject to any general loading or parking restrictions on either side of the road. It is lit and is provided with wide footways on both sides. It operates in a north-south alignment between Birley Street and The Drive to the north and Moor Street to the south.



Back Monmouth Avenue

- 2.5.8 Back Monmouth Avenue is located to the north of the Site and provides rear access to properties fronting Monmouth Avenue, including the Site, as well as to properties fronting Birley Street further north. It is approximately 4.5 metres in carriageway width with narrow footways on both sides.
- 2.5.9 It is unlit. There are no restrictions in terms of loading or parking, although given its narrow width, parking does not appear to generally take place along the road.

2.6 Highway Safety

- 2.6.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the Department for Transport Road Safety Statistics. Data has been extracted for the most recently available complete 3-year period, which is 2021-2023 inclusive. The location and severity of the accidents are shown on **Image 2.4**.

Image 2.4 – Personal Injury Accident Map Extract (2021-2023 Inclusive)



2.6.2 Review of the above demonstrates that a total of 5 incidents have been recorded within the general vicinity of the Site (a 400m radius) between 2021 and 2023 (inclusive). Of these:

- i) 3 'slight' severity accidents were recorded;
- ii) 2 'serious' severity accidents were recorded; and
- iii) 0 were recorded as fatal.

2.6.3 **Table 2.1** highlights the overall incidents in the vicinity of the Site.

Table 2.1 – Total PIA Collisions

Study Area	Slight Collisions	Serious Collisions	Fatal Collisions	Total Collisions
0.4 km	3	2	0	5

2.6.4 The accident record does not indicate any concentration of accidents or unusual patterns when compared to the wider highway network. Road safety does not therefore cause a material concern in the context of the Proposed Development.

2.7 Local TRO Regime

2.7.1 A plan that indicates the Traffic Regulation Order (TRO) parking regime on the local highway network in the vicinity of the Site (within approximately 200 metres on-foot) is provided at **Image 2.5**.

Image 2.5 – Local TRO Parking Regime



3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Specifically, Paragraph 110 of the National Planning Policy Framework (NPPF) states:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

3.1.3 Accordingly, and to demonstrate the Site’s compliance with the above, this section of the report examines the accessibility of the Site by non-car modes of transport through consideration of the following modes of transport.

- i) Accessibility on foot;
- i) Accessibility by cycle; and,
- ii) Accessibility on public transport

3.2 Accessibility on Foot

3.2.1 The Chartered Institute of Highways and Transportation (CIHT, formerly IHT) in their document ‘*Providing for Journeys on Foot*’, recognises that although acceptable walking distances will vary between individuals and circumstances, for commuting, school and sight-seeing trips, a walk distance of 2km can be considered as the ‘preferred maximum’.

3.2.2 With regard to the above, **Image 3.1** shows an indicative 2km walking catchment measured from the centre of the Site. This provides an indication of the areas which can be reached within a 24-minute walk of the Site, assuming an average walk speed of 1.4m/s.



Image 3.1 – 2km Walking Catchment



- 3.2.3 As shown on **Image 3.1**, it is evident that the Site is well located to encourage trips to be made to and from the Site on foot. The Site is located close to Bury Town Centre, with the edge of the town centre - The Rock Shopping Centre (as defined by BMBC's Policy Map) – being some 1.2km away from the Site by foot (a 14-minute walk or so).
- 3.2.4 A wide range of key day-to-day amenities, including Bury Town Centre and all of the amenities contained within it, are therefore easily accessible on foot and are located within CIHT's recommended 2km walking distance.

3.2.5 The Site is also within a short walking distance of various local shops and amenities that are even closer than those in the town centre. **Table 3.1** sets out a small selection of some of the key amenities that can be accessed within a short walk from the Site.

3.2.6 This list is by no means exhaustive and includes only those amenities within 600 metres (a 7-minute walk) of the Site, notwithstanding that walking journeys of up to 2km are commonplace and represent the generally recognised maximum acceptable walking distance for development planning purposes.

Table 3.1 – Selection of Local Amenities Within 600m of Site

Amenity	Walking Distance from Site	Journey Time from Site (@ 1.4 m/s)
Clarence Park	80m	1 minute
Lee's Fish & Chips	120m	1 minute
Co-op Food Store (Walmersley Road)	380m	5 minutes
Chesham Post Office	400m	5 minutes
The Local Walmersley Convenience Store	420m	5 minutes
Strachan's Chemist	440m	5 minutes
Olympic Power Mill Gym & Fitness Centre	540m	6 minutes

3.2.7 It is clear that a range of amenities are accessible within a 600m walking distance of the Site, with even further amenities accessible from the centre of Bury.

3.2.8 It should be noted that the local highway network provides a safe and realistic opportunity for prospective residents to reach the town centre and other key areas, via the existing high quality pedestrian infrastructure in the form of footways, street lighting and pedestrian crossing points equipped with dropped kerbs and tactile paving.

3.2.9 The town centre is directly accessible via Walmersley Road by way of the existing pedestrian connections, including a signal-controlled crossing facility across the A56 Peel Way on approach to the town centre.

3.2.10 On the basis of the above, the Site is considered to be highly accessible on foot.

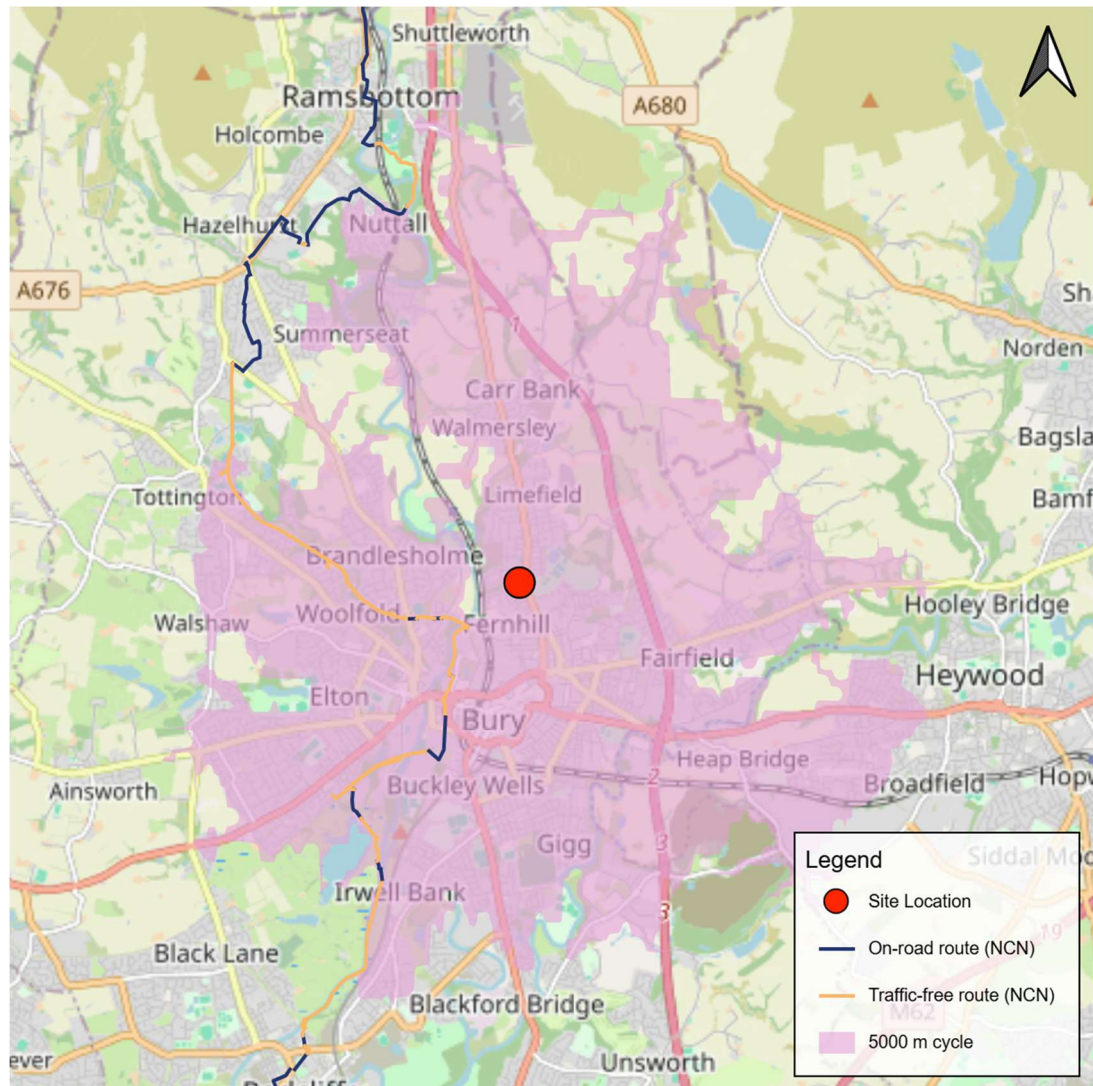
3.3 Accessibility by Cycle

3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.



- 3.3.2 In order to determine the accessibility of the Site by cycle, **Image 3.2** shows a 5km cycle catchment from the centre of the Site, including the National Cycle Network (NCN) within the vicinity of the Site.

Image 3.2 – 5km Cycling Catchment



- 3.3.3 **Image 3.2** shows that the 5km catchment incorporates the entirety of Bury and reaches the edges of Radcliffe to the southwest and Heywood to the east.
- 3.3.4 The 5km catchment also incorporates a number of cycle routes, including NCN Route 6. NCN Route 6 is a long-distance cycling route which starts from London and cuts off to the west of Sheffield, restarting in Manchester to the west of the Peak District. From there, the route passes through Manchester City Centre, Salford and Bury, before continuing north towards Preston, then through Lancaster, and terminating in the Lake District.

- 3.3.5 Bury Tram Stop is also located a 1.8km or so cycle distance from the Site, which therefore provides residents with the opportunity to access the Site by a multi-modal journey by rail and cycle (or by foot).
- 3.3.6 It should also be noted that the local highway network surrounding the Site is well-lit by street lighting and the topography of the area is generally flat, thereby providing conditions that are conducive to cycling. Key sections of the local highway network (Walmersley Road) are also well equipped with shared foot/cycleways and on road cycle lanes, which provide further facilities for cyclists travelling locally.
- 3.3.7 With regards to the above, the Site is considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

By Bus

- 3.4.1 The Chartered Institution of Highways and Transportation (CIHT) previously recommended a maximum walking distance of 400 metres to a bus stop in 'Planning for Public Transport in Developments' (1999). However, 'Buses in Urban Developments' (CIHT, 2018) provides updated guidance, setting walking distance thresholds based on service frequency and urban context. It states that in town and city centres, the preferred maximum distance is 250 metres, increasing to 300 metres for less frequent routes and 400 metres for single high-frequency services (every 12 minutes or better). For core bus corridors with multiple high-frequency services, a distance of up to 500 metres may be acceptable. The guidance also highlights that acceptable walking distances depend on factors such as walking route quality, local demographics, and overall journey convenience.
- 3.4.2 As illustrated on **Image 3.3**, the nearest bus stops to the Site are the Argyle Street bus stops, which can be reached within a circa 150m walk of the Site. The bus stops are therefore well located within the CIHT's lower recommended walk distance threshold.



The map displays the Chesham area with a central site boundary outlined in red. The site is divided into concentric walking distance zones: 250m (purple), 300m (yellow), 400m (orange), and 500m (red). Bus stops are marked with bus icons. Key roads include Arley Avenue, Littlewood Avenue, Mosley Avenue, Linton Avenue, Mostyn Avenue, Malvern Avenue, Raymond Avenue, Royal Avenue, Birley Street, Monmouth Avenue, Clifton Street, Porter Street, Hale Street, Back Eidon Street, Eidon Street, Russell Street, Back Horby Street, Horby Street, Regent Street, Back Canning Street, Canning Street, Back Vernon Street, Back Walmersley Road, Ruth Street, Taylor Street, Delamere Street, Halsall Street, Chesham Road South, Chesham Road, Back Dawson Street, Dawson Street, and Back Horby Street. Landmarks include Seedfield Wood, Woodin, Spinnery Drive, Cope Drive, Newton Street, Barlow Close, Chesham Primary Academy, Clarence Wood, Clarence Park, Peel Mills Industrial Estate, and St. Mark CofE Primary School. A north arrow is located in the top right corner.

14

Table 3.2 – Bus Services

Bus Stop	Bus Route No.	Route Description	Typical One-way Frequencies		
			Weekdays	Saturdays	Sundays / Bank Holidays
Argyle Street	472	Ramsbottom - Bury	1 per day	1 per day	1 per day
Argyle Street	472	Bury - Bury	3 per hour	2 per hour	1 per hour
Argyle Street	481	Blackburn Town Centre - Bury	2 per hour	1 per hour	1 per hour
Argyle Street	481	Haslingden - Bury	2 per day	2 per day	No service
Argyle Street	481	Rawtenstall - Bury	No service	1 per day	1 per day
Argyle Street	483	Burnley - Bury	1 per hour	1 per hour	1 per hour
Argyle Street	483	Rawtenstall - Bury	4 per day	1 per day	No service
Argyle Street	487	Nangreaves - Bury	15 per day	1 per hour	4 per day
Argyle Street	472	Bury - Bury	3 per hour	2 per hour	1 per hour
Argyle Street	481	Bury - Blackburn Town Centre	2 per hour	1 per hour	1 per hour
Argyle Street	483	Bury - Rawtenstall	1 per day	No service	No service
Argyle Street	483	Bury - Burnley	2 per hour	1 per hour	1 per hour
Argyle Street	487	Bury - Nangreaves	1 per hour	1 per hour	4 per day

3.4.4 **Table 3.** demonstrates that multiple bus services operate via the nearest bus stops to the Site, and cumulatively provide services approximately every 10 min on weekdays and on Saturdays, and up to 1 per hour services on Sundays.

3.4.5 These services provide connections to various destinations, such as Ramsbottom, Bury, Blackburn amongst others.

3.4.6 The Site is therefore considered to be highly accessible by bus.

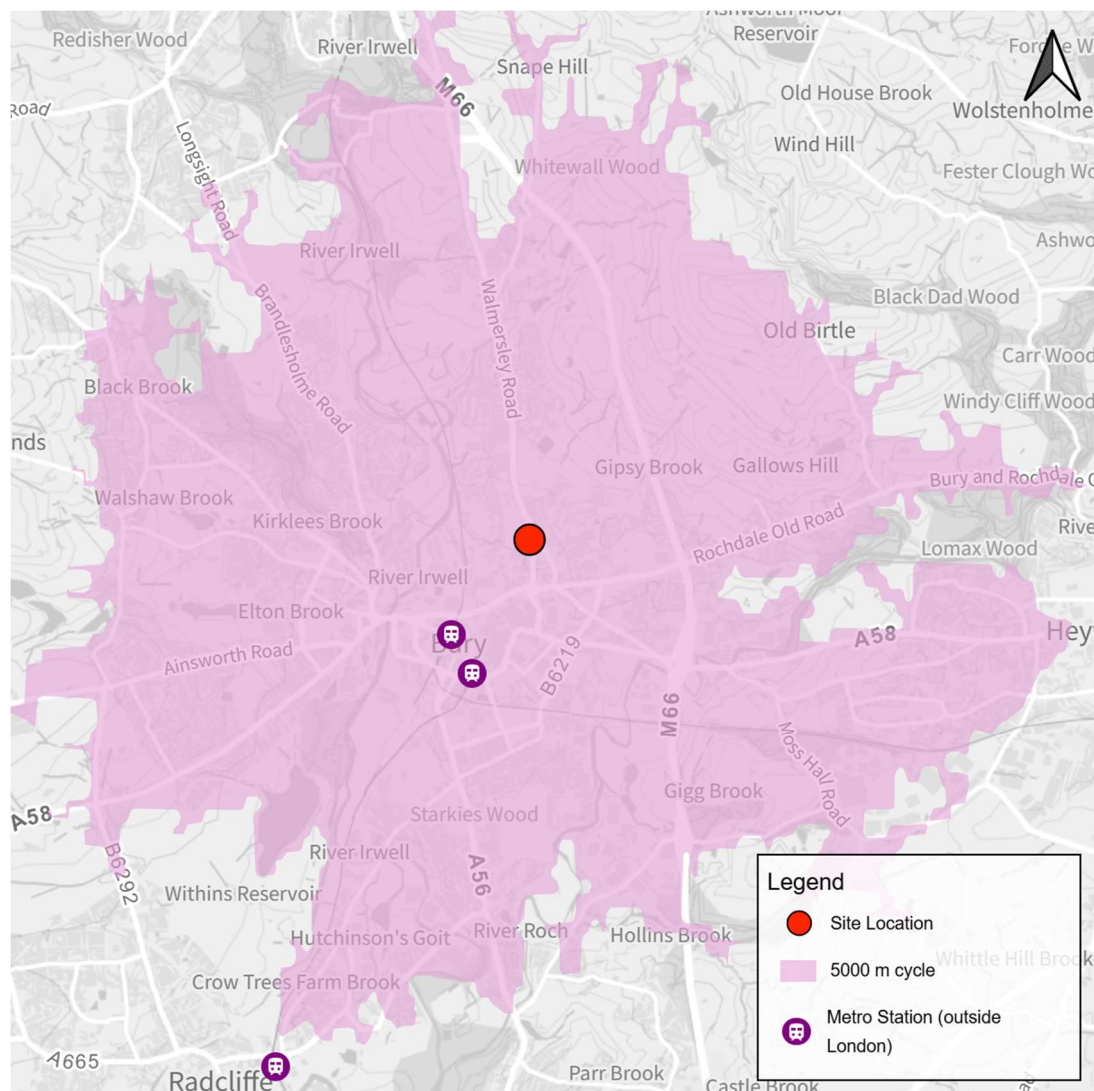
By Rail

3.4.7 **Image 3.4** following shows the nearest tram stations to the Site.

3.4.8 Bury Tram Station is the closest station, approximately 1.8km from the Site. It can be accessed within an approximate 22-minute walk or 7-minute cycle time.

3.4.9 Green and Yellow Line services can be access from Bury Tram Station. These services run approximately every 12 min; also complementing each other (i.e. running every 6 minutes cumulatively). Both Lines follow the same route to Piccadilly Gardens, passing through Manchester Victoria Railway Station. From this point onwards, the Yellow Line routes towards Manchester Piccadilly Railway Station and the Green Line continues south to Altrincham. National Rail Services can be access from Manchester Victoria Railway Station and Manchester Piccadilly Railway Station.

Image 3.4 – Location of Nearest Rail Stations to the Site



3.4.10 The Site is therefore considered to be accessible by rail.

3.5 Accessibility Summary

3.5.1 In summary, the Site is well located to facilitate resident journeys by sustainable travel modes. The surrounding area is well equipped with pedestrian and cyclist infrastructure.

3.5.2 The Site is also accessible by public transport, being located within a circa 150m walk of local bus stops and an approximate 1.8km walk / cycle of Bury Tram Station, all of which provide frequent services to a number of local destinations and opportunities to access wider public transport services.

- 3.5.3 Accordingly, it is evident that the Site is accessible by sustainable transport modes and is therefore compliant with national (NPPF) and local policies in this regard.



4.0 PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 This planning application seeks approval for the conversion of the existing 4-bedroom house into an 8-bedroom House in Multiple Occupation (HMO). The proposal has been designed to make efficient use of the property while ensuring that it meets relevant planning, housing, and amenity standards.
- 4.1.2 The existing and proposed Site layout plans are provided in **Appendix A** at the end of this report, illustrating both the current layout arrangement and the changes required to facilitate the Proposed Development.

4.2 Proposed Site Access and Servicing Arrangements

- 4.2.1 Site access will remain unchanged from the existing arrangements described in Chapter 2, with pedestrian access continuing from the front of the property on Monmouth Avenue, and the rear pedestrian access at Back Monmouth Avenue also retained.
- 4.2.2 Refuse would continue to be collected from the rear of the Site with deliveries primarily made from the front of the Site.

4.3 Proposed Cycle Parking Provision

- 4.3.1 The cycle parking standards currently adopted by BMBC are set out in '*Supplementary Planning Document 11: Parking Standards in Bury*'. These require the provision of one secure, covered cycle storage space per bedroom where no garage or secure area is available within the curtilage of the dwelling.
- 4.3.2 As part of the Proposed Development, enhancements will be made to the external area at the rear of the Site, including the installation of a new secure, covered cycle store. This facility will accommodate up to eight bicycles, thereby fully complying with the Council's standards for an 8-bedroom HMO and supporting sustainable travel to and from the Site.

4.4 Proposed Car Parking Arrangements

- 4.4.1 The Site will continue to operate as car-free. The suitability of this arrangement is considered in the following chapter of this report.



5.0 CAR PARKING

5.1.1 This chapter reviews the suitability of the car-free element of the Proposed Development.

5.2 Review of Car Parking Standards and Policy

5.2.1 BMBC's Supplementary Planning Document 11: Parking Standards in Bury dated June 2025 states: *"All types of development proposals will be required to consider providing levels of parking in line with the standards set out within Chapter 4 of this SPD. The provision of adequate parking facilities will also be required to meet appropriate design standards as set out in Chapter Six of this SPD. The provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of a proposal."*

5.2.2 The need for 'adequate' levels of car parking is also advocated at Policy HT2/4 of the Bury Unitary Development Plan (UDP) (Saved in 2007).

5.2.3 The Proposed Development is located on the edges of 'Zone 3 / Zone 4' as defined in Supplementary Planning Document 11 (SPD11). SPD11 advises that in such instances, the parking standard for the zone with the lowest parking standard (i.e. Zone 3) should be considered – albeit the prescribed standards for the use types proposed in this instance are the same for both of these zones.

5.2.4 The relevant car parking standards for 4-bedroom houses and HMOs within Zone 3 and Zone 4 are as follows:

- i) **Houses in Multiple Occupancy (HMO) (C4) and Sui Generis HMOs:** 0.5 unallocated spaces per bedroom - Alternative provision levels to be considered on a case-by-case basis; and
- ii) **General Residential (C3):** 3 spaces per 4-bed dwelling and greater.

5.2.5 Under the adopted standards, the Proposed Development would ordinarily require 4 parking spaces, although alternative provision may be considered on a site-specific basis depending on location and circumstances. The existing 4-bedroom dwelling generates a requirement for 3 car parking spaces.



- 5.2.6 Accordingly, based on application of the parking standards without any adjustment, the Proposed Development results in an additional one car parking space demand against that of the existing house. This is not a significant increase and should not give rise to any car parking concerns.
- 5.2.7 **SPD 13** (**‘Conversion of Buildings to Houses in Multiple Occupation’**) discusses matters of car parking at HMO sites and states that: *“the Council recognises that it is difficult to set actual car parking standards for HMO as this will often depend on the end user and the location of the property. Accordingly, the level of parking provision will be considered depending on the specific circumstances involved and location of the proposal.”*
- 5.2.8 **SPD 13** further states in this regard: *“Any proposal that is considered to have a detrimental impact on highway safety or harm to amenity will not be permitted.”*
- 5.2.9 It is clear that BMBC’s general approach to car parking quantum associated with development proposals is such that the level of car parking proposed should be adequate and appropriate for the Site in the context of its scale, end user, and its location relative to non-car modes of travel.
- 5.2.10 The above approach broadly reflects (albeit was prepared prior to) paragraph 112 of the NPPF which sets out the following:
- “If setting local parking standards for residential and non-residential development, policies should consider:*
- a) the accessibility of the development;*
 - b) the type, mix and use of development;*
 - c) the availability of and opportunities for public transport;*
 - d) local car ownership levels; and*
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*
- 5.2.11 It is evident therefore that local parking levels should not be applied strictly in all circumstances, rather that parking provision for new development should be considered on a case-by-case basis, considering factors such as the type and location of the development and local car ownership levels.

- 5.2.12 The following subsections of this report consider the appropriateness of the proposed parking arrangements, in accordance with the abovementioned local and national policy guidance.

5.3 Context

- 5.3.1 It should be noted that the Site already accommodates a 4-bedroom house. The Proposed Development changes the Use Class from C3 to Sui Generis (given that the number of HMO bedrooms exceeds 6 no.), however it remains a residential property.
- 5.3.2 It is also significant that nearby property no. 148 Walmersley Road was subject to a planning application for a change of use from a single dwelling (Use Class C3) to a car-free, 8-bedroom HMO (Sui Generis) in March 2023 (reference 69452). The application was approved by BMBC in May 2023.
- 5.3.3 Also, nearby property no. 156 Walmersley Road was subject to a planning application for a change of use from a 6-bedroom HMO (Sui Generis) to a car-free, 8-bedroom HMO (Sui Generis) in February 2025 (reference 71619). The application was approved by BMBC in April 2025.
- 5.3.4 There are a number of additional existing HMOs in this area that also operate as car-free. The principle of reduction in car parking standards at HMOs within the local area generally, is therefore already established.
- 5.3.5 Notwithstanding this, the remainder of this chapter considers the appropriateness of the car-free element of the Proposed Development with reference to relevant local and national policy, likely car parking demands, and the associated impact resulting from the Proposed Development.

5.4 Accessibility of the Site by Sustainable Travel Modes

- 5.4.1 As outlined at **Chapter 3** of this report, the Site is sustainably located, being located a short walking and cycling distance from a wide range of amenities and public transport services, including the wide range of amenities within and around the centre of Bury.
- 5.4.2 The location of the Site therefore aligns well with paragraph 112 of the NPPF, as well as with reference to BMBC's abovementioned policy guidance.



5.5 Measures to Encourage Non-Car Use

- 5.5.1 The use of sustainable travel modes would be encouraged amongst HMO residents through the provision of a new secure, covered cycle store on the Site.
- 5.5.2 It should also be noted that when completed, the development will be marketed as car-free to prospective occupiers.
- 5.5.3 This will further reduce the likely reliance on private car travel and fully aligns with the latest 'decide and provide' approach to managing transport impacts, as opposed to the longstanding 'predict and provide' approach.

5.6 Projected Car Parking Demands

- 5.6.1 In order to establish the projected levels of car ownership associated with the Proposed Development, 2021 Census data has been interrogated to determine the existing car ownership levels around the Site.
- 5.6.2 The Census assessment has been undertaken with reference to Nomis search criteria 'RM001 - Accommodation type by car or van availability' for the lower layer output areas 'Bury 004A', 'Bury 004C', and 'Bury 008C' which incorporates the Site and surrounding local areas north and south. The search has been undertaken in relation to 'flatted properties' with 'one usual resident aged 17 or over' (albeit it is acknowledged that one of the proposed HMO bedrooms would be a two-person room) - equating to a total sample size of 174 units.
- 5.6.3 The full Census outputs, including a map of the abovementioned Census areas, are included at **Appendix B** and summarised below at **Table 5.1**.

Table 5.1 – Local Car Ownership Levels (Single Occupancy Flats) – Census 2021 Data

Car or Van Availability	No. Properties	No. Cars / Vans
No cars or vans in households	132	0
1 car or van in household	38	16
2 or more cars or vans in household	4	8
Total	174	24

- 5.6.4 It is evident that average car ownership amongst equivalent properties in this area amounts to 0.14 cars per household. Applying this car ownership ratio to the proposed 8 HMO bedrooms equates to a projected car parking demand of 1 car.

- 5.6.5 An equivalent car / van availability Census search has also been undertaken in respect to the existing 4-bed house on the site, based on the ‘whole house or bungalow’ Census parameter and using the same study areas as above. These outputs are also included at **Appendix B** and are summarised below at **Table 5.2**.

Table 5.2 – Local Car Ownership Levels (Houses) – Census 2021 Data

Car or Van Availability	No. Properties	No. Cars / Vans
No cars or vans in households	423	0
1 car or van in household	797	797
2 or more cars or vans in household	502	1,004
Total	1,722	1,801

- 5.6.6 The figures at **Table 5.2** show an average local car ownership level amongst houses in this area of 1 car per household – i.e. 1 car associated with the existing Site use. It is therefore evident that there is no material difference in the projected car parking demands between the existing and proposed Site uses. The Proposed Development would have a nil detriment impact in terms of its in-practice car parking impacts.
- 5.6.7 It should also be noted that the figures at **Table 5.1** are based on conventional flatted properties or similar (maisonettes etc.). This is a robust approach given that the subject Site would be an HMO. Car ownership would therefore arguably be even lower than that presented above when considering actual end users of the Site, in accordance with the NPPF and BMBC policy.
- 5.6.8 It is also noteworthy that the above Census data includes some flatted properties that do incorporate on-site car parking – thereby increasing the chances of those properties being occupied by those who own a car.
- 5.6.9 As set out earlier, the Proposed Development will be marketed as a ‘car-free’ development and prospective residents would be aware of this before deciding whether or not to move in. Those with a car are unlikely to decide to move here.
- 5.6.10 It is not expected therefore that any material level of off-site parking demand will be generated by the Site in-practice. Nonetheless, the existing double yellow line restrictions on the A56 Walmersley Road (**Image 2.5**) means that car parking would not take place along this higher status road which may otherwise impact the free flow of traffic and highway safety and be contrary to BMBC policy.

- 5.6.11 On the basis of the above assessments, it is considered that the proposed car-free arrangement is entirely appropriate for the scale, use, mix, location and projected parking demands of the Site and is fully reflective of relevant local and national policy guidance on this matter.



6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis have been appointed by JAMM Holdings Ltd ('the Applicant') to provide highways and transport advice in relation to the proposed conversion of an existing 4-bed property to an 8-Bed House In Multiple Occupation (HMO), ('the Proposed Development'), located at 12 Monmouth Avenue, Bury ('the Site').
- 6.1.2 The Site is situated at 12 Monmouth Avenue, Bury. It is bound by a residential property to the west, Back Monmouth Avenue to the north, a residential property to the east and Monmouth Avenue to the south.
- 6.1.3 Pedestrian access to the Site can be achieved via Monmouth Avenue to the south of the Site, as well as via Back Monmouth Avenue to the north of the Site. The Site operates as car-free at the current time, with no on-site parking provision afforded. These arrangements would remain unchanged as part of the Proposed Development.
- 6.1.4 The purpose of this Highways Technical Note (HTN) is to inform Bury Metropolitan Borough Council (BMBC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related matters associated with the Proposed Development.
- 6.1.5 In particular, it considers the suitability of the car-free arrangement for the Proposed Development and the projected impact that the Proposed Development could have in terms of potential car parking demands and associated impacts.
- 6.1.6 Analysis of accident data has been undertaken for the local highway network within the most recently available 3-year period. Overall, it is considered that there are no discernible clusters of accidents that would be cause for concern. Therefore, the existing accident record does not present a material concern in the context of the Proposed Development and the local vehicular access route.
- 6.1.7 The Site is highly accessible by sustainable, non-car modes of transport, being within acceptable walking and cycling distances of a number of settlements and well served by both bus and rail connections. Its location therefore enables residents to travel to and from the Site primarily by sustainable transport modes.



- 6.1.8 This, alongside the very low projected car parking demands associated with the Proposed Development (1 car) and the nil detriment change in car parking demands when compared against the existing Site use, means that the proposed car-free strategy entirely is appropriate and in line with relevant local and national policy guidance.
- 6.1.9 In addition, the Proposed Development will be promoted as car-free. As a result, the Proposed Development is expected to primarily attract occupiers who do not own a car and will travel by active travel modes or public transport. To further support car-free lifestyles, a new secure, covered cycle store will be provided, offering one cycle space per bedroom.

6.2 Conclusions

- 6.2.1 Based on the evidence presented in this report, the proposals are considered to be in compliance with relevant local and national planning policies relating to transport.
- 6.2.2 Accordingly, there are no transport-related grounds that would justify withholding planning permission for the Proposed Development.

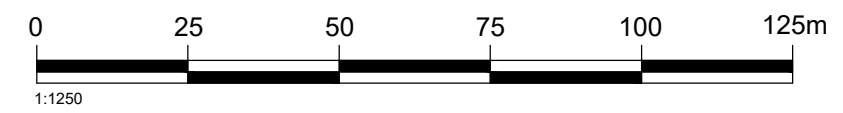
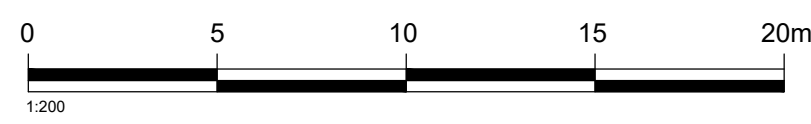


Appendix A – Existing and Proposed Site Plans

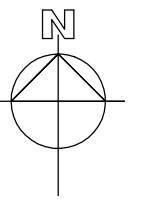




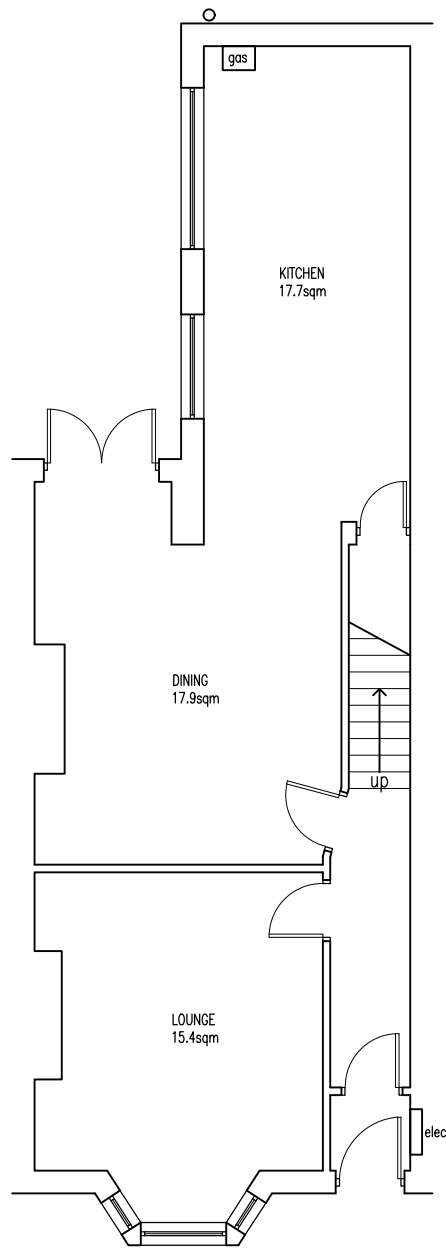
EXISTING BLOCK SITE PLAN
1:200 @ A3



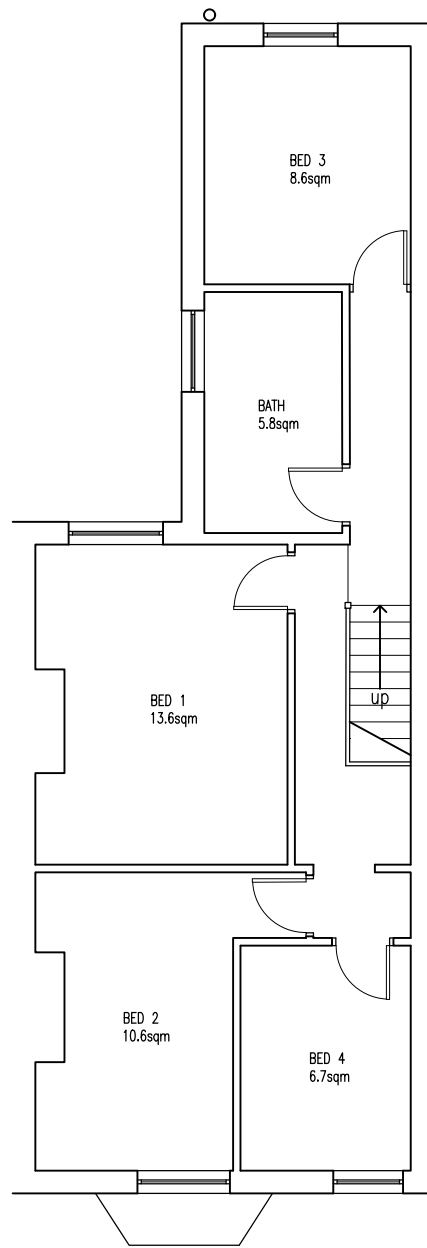
SITE LOCATION PLAN (117sqm)
1:1250 @ A3



Rev	Amendments	Date	Ints
			
Project			
12 MONMOUTH AVENUE BURY, BL9 5DU			
Drawing Title			
SITE LOCATION PLAN EXISTING SITE PLAN			
Drawn MG		Checked -	
Date AUG 2025		Scale @ A3 1 : 100	
Drawing No. 12MA/299/PL			Rev.



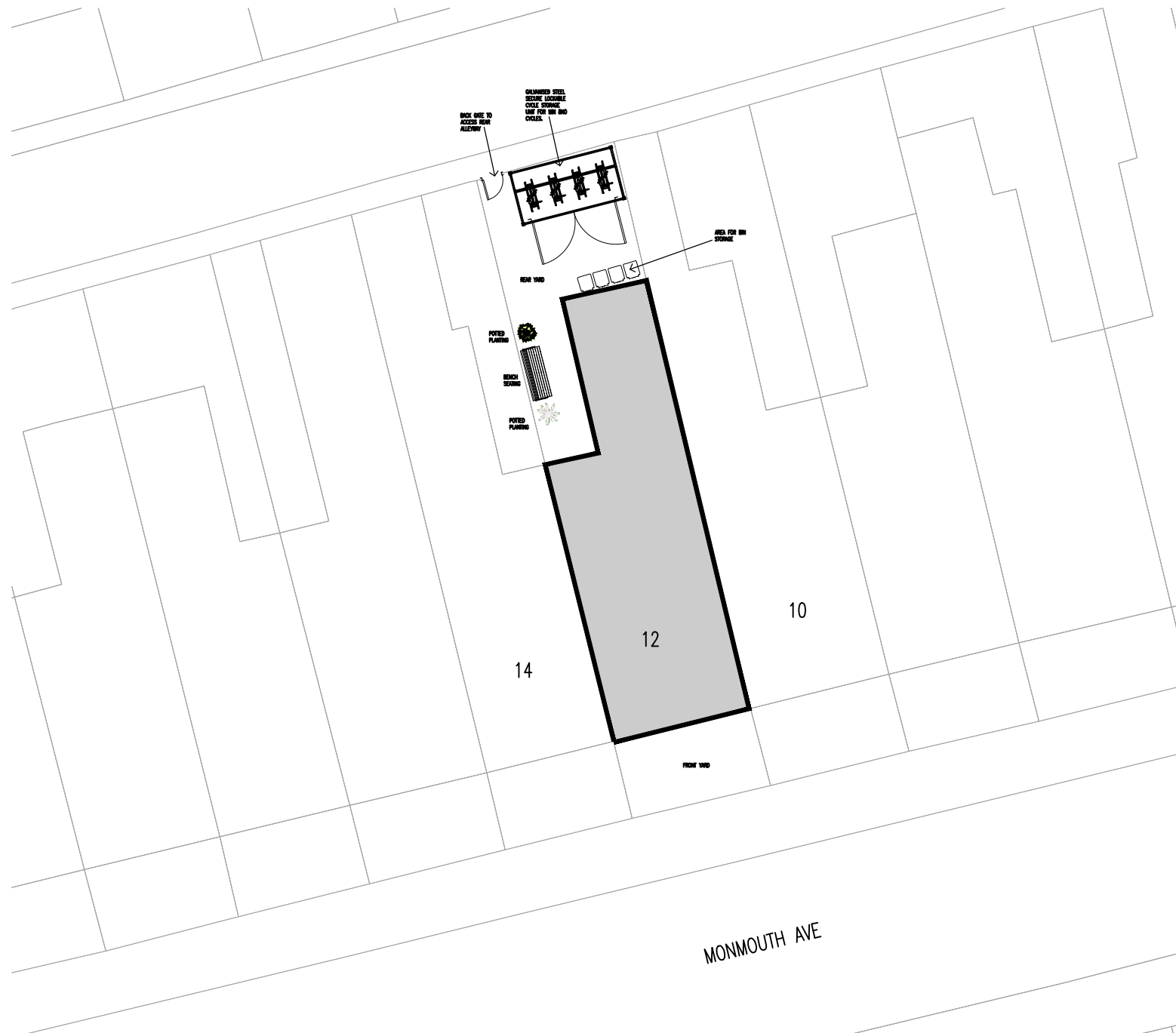
EXISTING GROUND FLOOR PLAN
1:100 @ A3



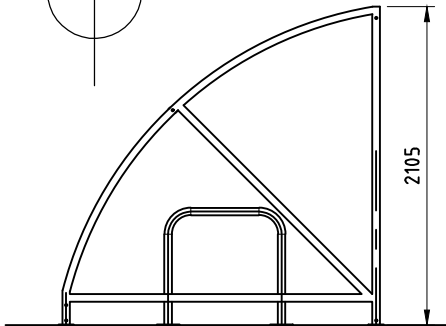
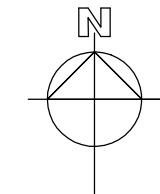
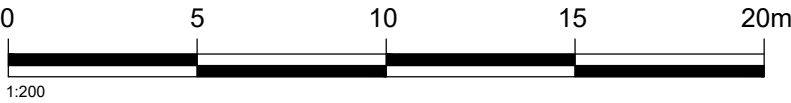
EXISTING FIRST FLOOR PLAN
1:100 @ A3



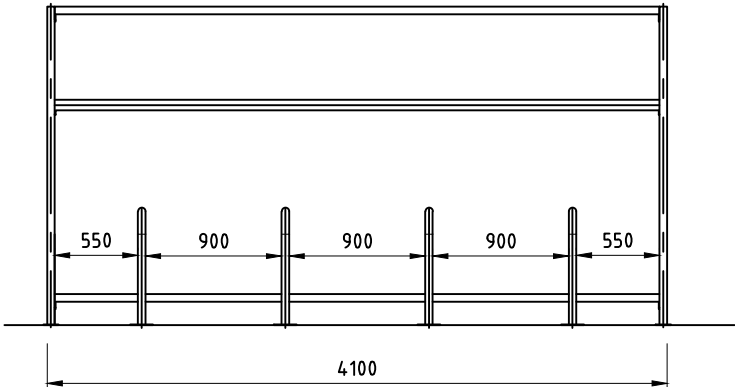
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Mark Gordon Design + Associates			
Project			
12 MONMOUTH AVENUE BURY, BL9 5DU			
Drawing Title			
EXISTING PLAN LAYOUTS			
Drawn	MG	Checked	—
Date	AUG 2024	Scale	A3 1 : 100
Drawing No.	12MA/301/PL	Rev.	



PROPOSED BLOCK SITE PLAN
1:200 @ A3



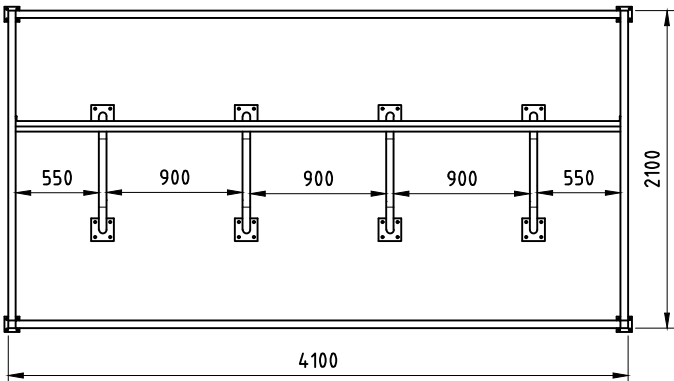
CYCLE SHELTER SIDE ELEVATION
1:50@A3



CYCLE SHELTER FRONT ELEVATION
1:50@A3

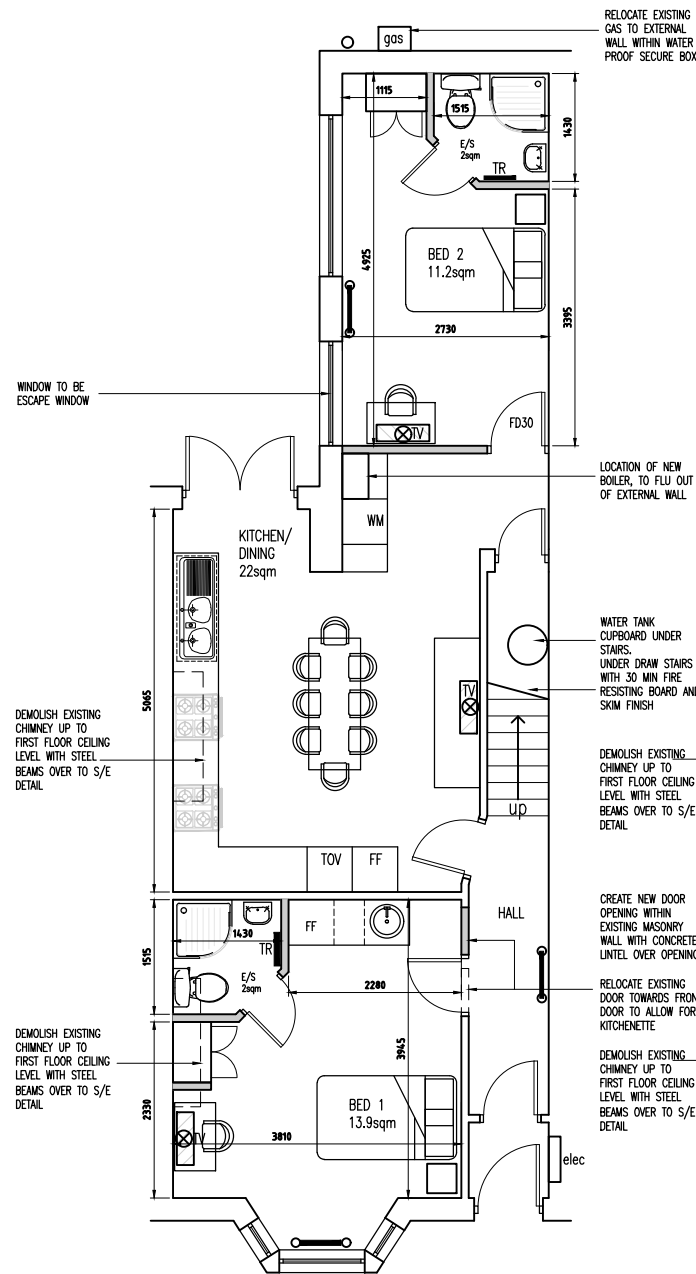


GALVANISED STEEL FRAMED CYCLE STORAGE SHELTER, FOR 8 CYCLES, 4100mm LONG x 2200mm DEEP/WIDE x 2200mm HIGH, WITH ANTI-VANDAL, UV STABLE POLYCARBONATE ROOF AND SIDE PANELS ALONG WITH SECURE LOCKABLE DOUBLE GATES. PROVIDE 4no SHEFFIELD STANDS, FIXED TO TO HARD STANDING. WITH 900MM GAP BETWEEN SHEFFIELD STANDS AND 550MM BETWEEN THE STANDS AND SIDE FRAME OF SHELTER, AS DIMENSIONED

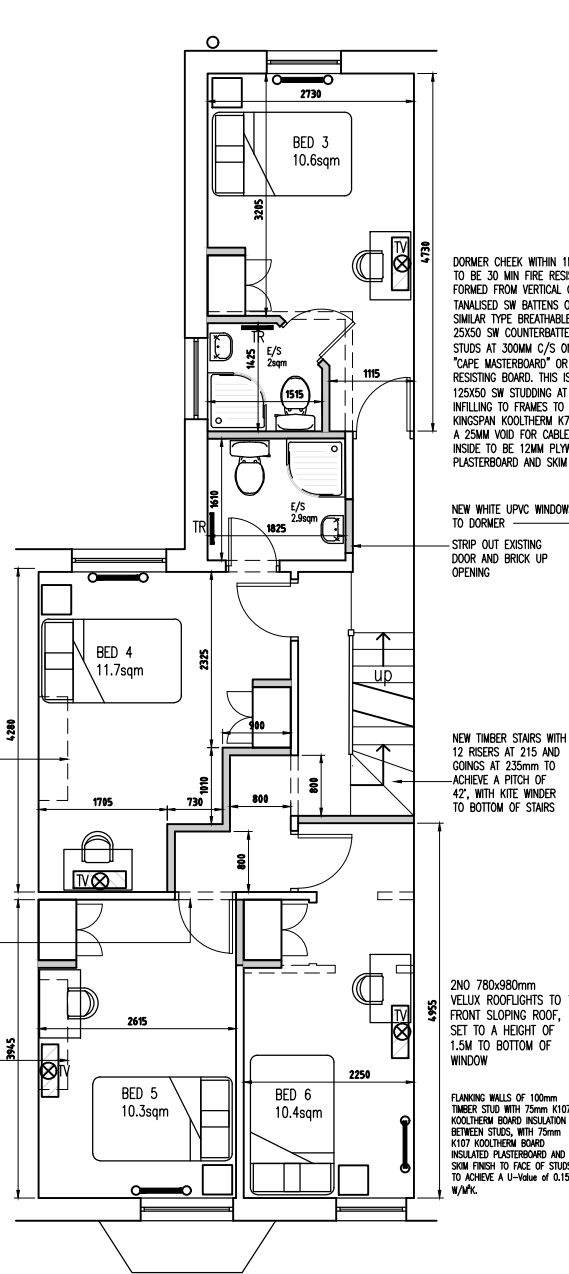


CYCLE SHELTER PLAN LAYOUT
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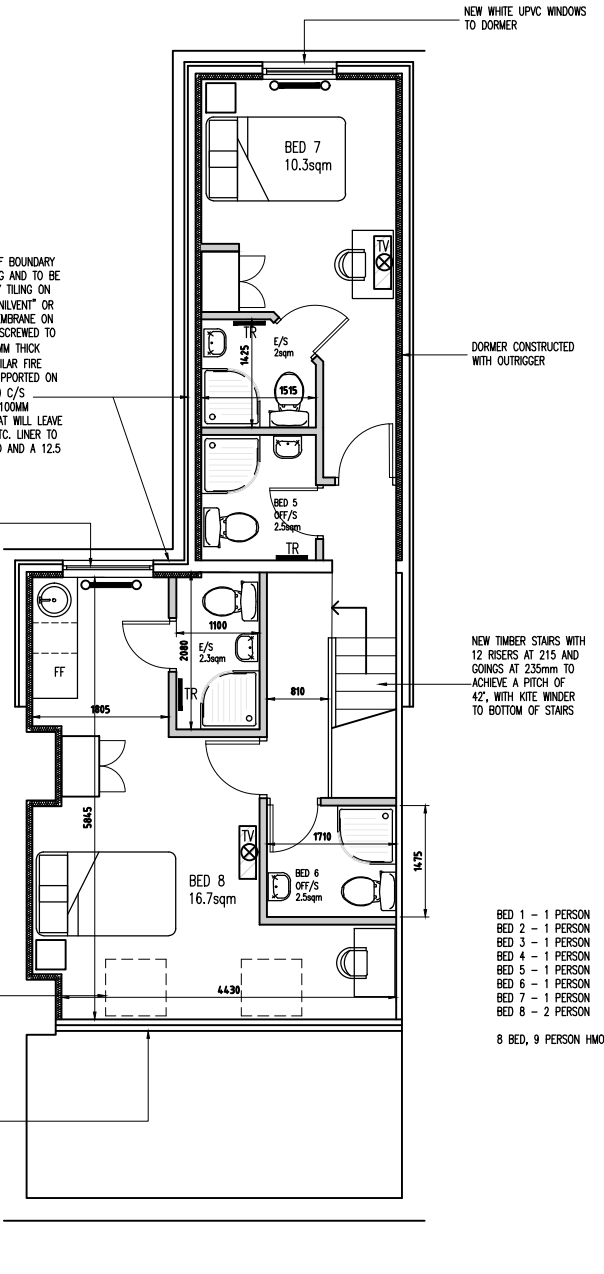
C1	Amendment to cycle storage	28.10.25	MG
Rev	Amendments	Date	Ints
Mark Gordon Design + Associates			
Project			
12 MONMOUTH AVENUE BURY, BL9 5DU			
Drawing Title			
PROPOSED SITE PLAN			
Drawn	MG	Checked	—
Date	AUG 2025	Scale	@A3 1 : 100
Drawing No.	12MA/300/PL	Rev.	C1



PROPOSED GROUND FLOOR PLAN
1:100 @ A3



PROPOSED FIRST FLOOR PLAN
1:100 @ A3



PROPOSED SECOND FLOOR PLAN
1:100 @ A3



Rev	Amendments	Date	Ints
Mark Gordon Design + Associates			
Project 12 MONMOUTH AVENUE BURY, BL9 5DU			
Drawing Title PROPOSED PLAN LAYOUTS			
Drawn	MG	Checked	—
Date	AUG 2025	Scale	A3 1 : 100
Drawing No.	12MA/303/PL	Rev.	

Appendix B – Local Car Ownership Levels – Census 2021 Data

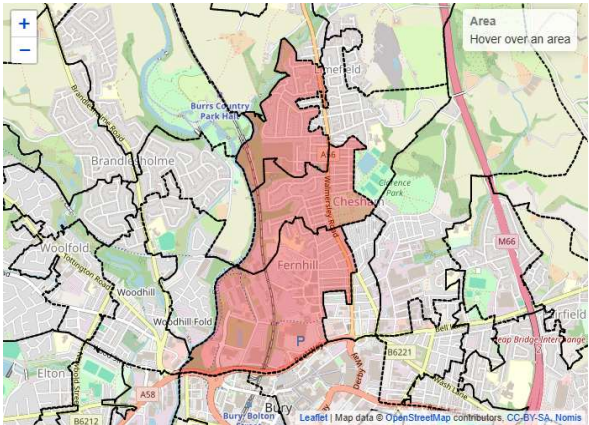


RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 24 October 2025]

population	All households
units	Households
date	2021
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure
number of people aged 17 year	One usual resident aged 17 years or over in household

Number of cars or vans	E01004976 : Bury 004A	E01004978 : Bury 004C	E01004979 : Bury 008C
Total	52	17	105
No cars or vans in household	37	9	86
1 car or van in household	14	8	16
2 or more cars or vans in household	1	0	3



In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 24 October 2025]

population All households
units Households
date 2021
accommodation type Whole house or bungalow
number of people aged 17 year Total

Number of cars or vans	E01004976 : Bury 004A	E01004978 : Bury 004C	E01004979 : Bury 008C
Total	578	626	518
No cars or vans in household	128	110	185
1 car or van in household	269	292	236
2 or more cars or vans in household	181	224	97

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.